11. Ferry terminals could be located at the small rural mainland villages such as Wanchese, Stumpy Point, Engelhard, Swan Quarter, and Cedar Island (Fig. 23).
12. These towns could maintain short- and long-term car parks, allowing tourists in the destination villages to utilize less invasive types of transport systems (e.g., bikes, golf carts, pedi-cabs, trolleys, mule-trains, etc.) (Fig. 24).
13. Mainland towns would be in a position to develop many local businesses (e.g., motels, restaurants, B and Bs, service stations, etc.) and become centers for new natural resource-oriented business opportunities (e.g., guiding and supplying eco-tours of the Outer Banks and mainland Inner Banks (e.g., black-water paddle and camping trips, estuarine cruising trips, coastal over-flight field trips, historical tours, hunting-fishing-birding tours, etc.).

Southeastern North Carolina: "Islands of Opportunity"

Imagine what could be done with our highly developed beach communities of southeastern North Carolina as sea-level rise and storm dynamics continue into the future. By determining levels of vulnerability through detailed geomorphic mapping, communities can begin to develop adaptation programs that involve sustainable economic development. Below are some concepts that could be included in planning for barrier island adaptation management. Some of these ideas might be characterized as unfeasible but we include them here in the hopes of encouraging discussion of these issues. The alternative is to ignore the reality of sea-level rise and the associated and inevitable coastal erosion and barrier island migration.

1. A regional evaluation of the southeastern barrier island system and the mainland shore could be undertaken to assess long-term usability of each island. Some islands may be suitable for "holding the line" and others less so.
2. Recognizing that not all islands have the same characteristics, some could sustain full development, some could sustain lesser development, the amount dependant on the economic viability of beach nourishment. Some islands and segments of the mainland may be best suited to various kinds of day-use, and others could become nature preserves and wildlife refuges.
3. Bridges become old and unsafe and are extremely expensive to replace. Not replacing some bridges is an option that should be thoroughly researched and discussed. If it is determined that a bridge should not be replaced, a system involving car parks on the mainland and a water-taxi and/or ferry service to the island in question could be developed. Bald Head Island, which utilizes only golf carts and bikes, except for service vehicles, already operates this kind of system.
4. Owners of the high-hazard land along the ocean-front, inlet hazard areas, and locations where inlets are most likely to occur could consider a wide range of alternative uses (for example, bait and tackle shops, concession stands, bath houses, parking, etc.).
5. All houses and commercial structures could be raised and piled high enough off the ground to allow storm-surge overwash and sediment accretion. Less damage will result and the natural process of island building can take place.
6. Portions of shore-parallel roads could be left unpaved and, if necessary, portable metal ramping could be utilized on overwash fans after major storms. Shore-perpendicular roads could be staggered (to minimize flood conduits) and some could be maintained as sand roads.
7. Low supra-tidal zones and marshes on the sound sides of barrier islands could be protected to allow for natural island evolution. A similar strategy could be used for low-lying environments on the mainland coasts. These wetland systems, which are critical for fisheries and water quality, could continue to be utilized for eco-tourism.